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# Memorandum

**TO: HONORABLE CITY COUNCIL**

**FROM: Mayor Ron Gonzales,  
Vice Mayor Cindy Chavez,  
Councilmember Ken Yeager**

**SUBJECT: Minor Amendment to Airport Master  
Plan to Increase Terminal Building Space**

**DATE: March 1, 2005**

Approved

Date

3/1/05

## RECOMMENDATION:

We recommend that the City Council include the following direction to Airport Staff in the motion to approve item 8.1 regarding a minor amendment to the Airport Master Plan to increase the estimated size of terminal building space:

- Reaffirm the Council's policy that before the Council considers an amendment to the Municipal Code to allow the Airport to expand beyond 40 airline gates, the Administration must update its Master Plan demand forecasts and prepare, in turn, a supplemental or new Airport Master Plan EIR.
- Recognize that the concept of "shared gates" is a separate and unrelated item from the issue of amending the Master Plan to increase the terminal square footage. A CEQA review would be required before the Council approves any expansion of the shared use gates policy at the Airport. Staff currently plans to complete that CEQA review and present the shared use gates concept to Council within the next 180 days prior to presenting the information technology procurement strategy for the North Concourse. Staff is directed to do appropriate outreach to the community before the shared use concept is presented to Council.
- When the City Council approves the development of new airport facilities, the City will require – as it did with the North Concourse – that compliance with the Municipal Codes provisions applicable to development have been achieved. This would include:
  - A review to be conducted of the overall historical compliance of the potential airline or interested user(s) of proposed terminal facilities with the Airport Noise Control Program
  - A report containing updated activity levels including numbers of passengers, aircraft operations and fleet mix, cargo tonnage, Airport based general aviation aircraft, on-Airport parking statistics, and a comparison of such activity levels to the 1997 Airport Master Plan forecast be presented to Council prior to its consideration of a new terminal building
  - That new terminal facilities shall only be constructed when the City has obtained and approves adequate written documentation which assures that the funding of the costs of development, maintenance, and operation of such facilities will be paid by the users of the facilities.

- A status report shall be made to Council on any plans to improve or modify certain designated Airport area intersections and freeway interchanges and potential means to fund such improvements prior to Council consideration of new terminal buildings.

### **BACKGROUND:**

On December 7, 2004, the City Council discussed the issue of increasing the square footage of the airport terminal from 1.075 to 1.7 million square feet. Because of the lack of time to receive public comment, the Council deferred the issue to allow a public meeting to be held.

On January 13, 2005, a public meeting was held at the Fire Station Training Center. In attendance were staff from the airport, planning, and the City Manager's Office. Also attending were Councilmember Yeager and a member of Vice-Mayor Chavez's staff. Members of the public were also in attendance. A detailed summary of that meeting is available from airport staff.

Concerns raised at the meeting revolved around the need for a new EIR. As discussed in the original staff memo on the terminal expansion and a subsequent memo from the City Attorney's Office, it is the opinion of staff that the proposed Master Plan amendment does not by itself require a supplemental EIR, because the proposed increase in terminal square footage will not, in any way, potentially increase the design capacity of the Airport facilities to accommodate either the total projected numbers of passengers or the projected numbers of aircraft operations in any segment of aircraft activity at the Airport.

Still, the public is concerned the long-term impact of the terminal, particularly as it relates to the increase in the number of gates or the sharing of gates, and thus an increase in air traffic. A letter to the Mayor and Council from CAAP highlighted these issues.

We have attempted to address these concerns in this memo. It should be pointed out that the approval of the Master Plan does not set into motion a list of required studies. That will occur when Council approves future terminal construction. Likewise, nothing about the master plan is associated with shared gates. Lastly, nothing about the Master Plan affects the number of gates. Currently, there are four shared use gates at the Airport: two in Terminal C and two in the International Arrivals Building. A CEQA review would be required before the Council approves any expansion of the shared use gates policy at the Airport. Staff currently plans to complete that CEQA review and present the shared use gates concept to Council within the next 180 days prior to presenting the information technology procurement strategy for the North Concourse.

The Municipal Code and Council policy restrict the number of gates to 40 and only 40 gates. The Council is on record for requiring a supplemental or new airport master plan EIR before any action can be taken to expand beyond 40 gates.